

Abstract of the Disclosure

A system for providing automatic trim control associated with a control surface in an aircraft that utilizes at least two sensors that must agree in direction before trim adjustment is made. Each sensor is provided with a separate an independent controller channel to further enhance fail-safe operation. A trim sensor is placed in the coupling link between a servo and aircraft primary control linkage leading to the associated control surface. A trim sensor is provided that utilizes a spring with a portion disposed laterally with respect to the direction of the force to be measured. An arm is attached to the lateral portion of the spring to effect motion that can be sensed by various sensors including optical, mechanical switch and magnetic sensors.